

Binks Carburettor.txt

Jeff Meehan

Joined: 01 Jun 2004

Posts: 27

Location: Cheshire

Posted: Sat Aug 28, 2004 8:02 am Post subject: BINKS Carbureter

Has anyone got any information on the BINKS type carbureter that will (eventually!) be fitted to my Flying Squirrel? Any help will be greatly appreciated.

'Cheers'

Jeff Meehan

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al perry

Joined: 31 May 2004

Posts: 12

Posted: Sun Aug 29, 2004 1:26 am Post subject: binks carb

hi jeff;

there is info on the binks 2 and 3 jet carb in : the vintage motorcyclist workshop, a book by "radco", also if my memory serves me there is something in "technicalities" what specifically did you want to know?

best regards

Al Perry N.Y.

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Jeff Meehan

Joined: 01 Jun 2004

Posts: 27

Location: Cheshire

Posted: Sun Aug 29, 2004 8:36 am Post subject: Binks carb

In a word everything! The problem for me was that I did not buy a Scott but a collection of Scott parts (Most of which turned out to be incompatable!) Therefore I have not had the bike running or had any experience with this type of carb. Although externally it is very similar to the more familiar Amal device what I have is apparently a three jet carb. Apart from information I will also need to find a supplier of parts. I will as you suggest try the Vintage Club but any information and advice will be very welcome.
Thanks for the reply Al, keep in touch.

'Cheers'

Jeff

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Roger Moss

Joined: 31 May 2004

Posts: 242

Location: Leicester UK

Posted: Mon Aug 30, 2004 8:37 pm Post subject: Binks 3 jet carb

Hi Jeff

My experience might not be typical, but here it is for what it is worth. My 28 built Rep had a Binks 3 jet and was worn. I made a new slide in bronze and skimmed out the body. This improved things greatly and I also modified the jetting a bit. It would seem that you have to play tunes with the air slide on this carb, if you want it to run fairly smoothly at lower revs, especially in slow traffic. Ted Parkin has this bike now and he will confirm that if in good condition, it works. It seems to work best at higher speeds. When Binks were incorporated into Amalgamated Carbs, they kept it in production for a while, but then dropped it in favour of the needle jet type of carb, which has much better mixture control and does not need the air slide constantly manually operated to balance the mixture. My advice is that if your bike is original and had a Binks 3 jet as part of its original spec, AND you want to keep it original, then there are Carb books that give good details of this. If it is worn, ring Jon Hodges who would recon it as I did mine. Option 2 If you want an easy life, use an amal type 276 needle carb. If you want to be really fancy, the spares scheme has new bodies for the 276 in marine bronze and Jon Hodges could machine you one up and put in new internals, so you could have a new carb if you wanted. Option 3 Put on a modern carb mated to an adaptor5 again supplied by Jon.

This looks like I am on comission for Jon (How about it Jon?)

The truth is that Jon made some 38mm carbs for me when I was too busy and I was very impressed with his excellent work. Jon likes an engineering challenge (another masochist!) but is a very modest man and does not blow his own trumpet----so I will do it for him!

Jon Hodges UK number 01550 720 494

email jon@myddfai.com or darad@myddfai.com

Hope this helps

Kind Regards and good luck

Roger Moss

Rebuilding and upgrading of Scott and Silk power and transmission units. New enhanced replica Scott engines. Special manufacture Scott technical info at our website www.mossengineering.co.uk

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David J Waring

Joined: 08 Jun 2004

Posts: 20

Location: Grappenhall, Cheshire, UK

Posted: Mon Aug 30, 2004 9:44 pm Post subject:

Suggest you bring it to the next NW meeting at The Whipping Stocks on Mon 13 Sept _ I have bad experience of a 2 jet Binks on my 1930 2 speeder and excellent views of a 3 jet on my 1914 veteran - give me a reminder on 01925 263824 in 10 days for me to bring data sheets,
Regards , David.

David J Waring.

(NW Secretary)

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BRIAN MARSHALL

Joined: 31 May 2004

Posts: 50

Location: East Midlands, U.K.

Posted: Tue Aug 31, 2004 8:48 pm Post subject: Binks carburettor

Hi Jeff, If you need any bits for Binks three- jet or the later Amal-Binks three jet, let me know as I have a large box full of them but no info.. The Binks version is cast in one heavy lump with integral bellmouth and hexagonal top nut. The post May 1928 Amal-Binks is much lighter and has a knurled top ring like an ordinary Amal and separate screwed-on bellmouth, but most internals are interchangeable between versions. Brian.

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Martin Heckscher

Joined: 01 Jun 2004

Posts: 9

Posted: Mon Sep 06, 2004 9:52 am Post subject:

Hi Jeff,

I've just returned from the Manx with my TT Rep so this is a late response to your query about 3 jet Binks carbs.

I've only had this bike since last November and the 3 jet Binks has been a revelation. It is smooth, picks up beautifully, and the bike goes exceptionally well on it. I don't need to juggle with the air lever at all. It is slightly fussy about starting: anymore than 1/2 choke and it doesn't want to know.

I claim no credit for any of this. It had been beautifully set up by the previous owner. So the real purpose of this posting is to say that it is definitely worth persevering! My bike came with lots of paperwork including some correspondence from Jim Best (I think) answering some particular queries about the carb. He may be a good man to consult.

Good luck!
Martin Heckscher

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David J Waring

Joined: 08 Jun 2004

Posts: 20

Location: Grappenhall, Cheshire, UK

Posted: Mon Sep 06, 2004 8:47 pm Post subject: BINKS CARBS

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Jeff,

I have experience and literature on both Binks 2 and 3 jet carbs, which I will sort out for next Mondays SOC North west meeting (13.9.04) at 8pm at The Whipping Stocks pub (A50 between Knutsford & Holmes Chapel) - but give me a few days notice,

Regards, David.